

respected colleague in the other branch of Congress, (Mr. Rayner,) at the last session, he was mainly indebted for the facts already narrated; premising, merely, that "*Roanoke Marshes Light-house*," mentioned in the report, is situated on the passage between Albermarle and Pamlico sounds. Major Gwynn states that—

"The register of Captain Pew, keeper of the Roanoke Marshes Light house, numbers 1,450 vessels passing and repassing during the year ending December 31, 1839, making the shipping about 100,000 tons; the amount assumed by the committee, which, although remaining the same, shows for that season a considerable increase, when we consider the great tonnage withdrawn from this trade by the facilities afforded by the Petersburg and Portsmouth Rail-roads—the former of which went into operation in 1833, and the latter in 1836.

"The amount of property and lives lost on the coast immediately adjoining the inlet, for a distance of 15 miles on each side of it, presents a frightful list, and a strong appeal to the protection and humanity of the government.

"Between the year 1824 and the present period, there have been (as nearly as I could ascertain) 112 vessels wrecked; which, averaging 50 tons each, would make, together with the cargoes, a loss not much short of \$350,000.; and with these vessels 224 souls have found a watery grave.

"The list, fearful as it is, would be greatly swelled if we had the means of adding to it the number of vessels wrecked on the remainder of the adjacent coast, and off Cape Hatteras, in consequence of being compelled, by the closing of Roanoke inlet, to encounter the hazard of passing this dangerous promontory.

"Throwing out of view the advantages to the commerce of the country, as a harbor of refuge from storms in time of peace, the opening of this inlet is an object every way worthy of the nation. And, in time of war, there is no point on the whole coast where a harbor would be more useful, and where one is so much needed, not only for the refuge of coasters from the enemy, but, in bad weather, for privateers and the smaller sized armed vessels, acting offensively."

Sir, (said Mr. G.) this subject has acquired new importance and interest in North Carolina from a survey, under the authority of the state, made during the last year, by the engineer before referred to, of which this report is the result; and since I gave notice of my intention to present this bill, I have received from